





## INTIMATIONS

## BROWN, JONES &amp; CO.

AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.  
CEMETERY MEMORIALS.

Designs and Prices on application.  
Office, 47, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO.,  
LIMITED.

## WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

## SCOTCH WHISKY.

- A—THORNE'S BLEND, White  
Capsule ..... \$10.80
- B—WATSON'S GLENROCH  
MELLOW BLEND, Blue  
Capsule, with Name and  
Trade Mark ..... 10.80
- C—WATSON'S ABERLOUR-GLEN-  
LIVET, Red Capsule, with  
Name and Trade Mark. 12.00
- D—WATSON'S H. K. D. BLEND  
OF THE FINEST SCOTCH  
MALT WHISKIES, Violet  
Capsule ..... 14.40
- E—WATSON'S VERY OLD LI-  
QUOR SCOTCH WHISKY,  
Gold Capsule ..... 15.00

THORNE'S BLEND and WATSON'S  
GLENROCH are high class Soda  
Whiskies, of greater age than most  
brands in the market.

ABERLOUR-GLENLIVET is a very old  
Peat Whisky, (smoky) and could not  
now be replaced in stock at the price.  
D is well known for its fine flavour.

E is of superb quality and pro-  
nounced by leading local connoisseurs  
to be the best brand in the Hongkong  
market.

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ESTABLISHED 1841.

Hongkong, 14th June, 1898.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns  
should be addressed to The Editor.  
Correspondents must forward their names and address  
with communications addressed to The Editor, not  
to the printer, but to the publisher of the paper.

All letters for publication should be written on one  
side of the paper only.  
No correspondence should be published unless it has  
been previously approved by the Editor.

First Edition 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash.  
Telephone No. 12.

The Daily Press.  
HONGKONG, JULY 18th, 1898.

The renewed outbreak of anti-foreign riots  
in Shekwan, following upon the murder  
of French missionaries in Kwangsi, is specially  
regrettable at the present time, when the  
foreign relations of China are in such a  
precarious condition. The murder of two  
German missionaries the other day formed  
the pretext for the seizure of Kiaochow and  
the establishment of German influence in  
Shantung, and if the nations whose subjects  
have suffered in person or property in the  
Shekwan riots choose to demand material  
reparation on German lines we would be  
disposed to say ample blame to them, though  
unwarranted complications may arise if they  
begin to tread on each other's corns when  
arranging terms. Those who talk so  
glibly about preserving the integrity of  
China may not unfairly be called upon to  
explain how the integrity of the country  
can possibly be preserved under an effete,  
corrupt, missionary-murdering Government  
like that of Peking. Is Great Britain  
to make herself a party to the defaulting  
Peking Government against the just  
claims of its wrong-doing or neglect?  
Is she to fail in exacting satisfaction for  
outrages committed upon her own subjects?  
The universal feeling amongst Britishers  
in China so far as we have been able to  
gather it, is that a great mistake was made  
in not exacting exemplary satisfaction after  
the Kuching massacre, and a repetition of  
the mistake should be avoided. As both  
Protestant and Roman Catholic missions have  
suffered in the Shekwan riots it is to be pre-  
sumed British interests will again be affected,  
and if it is to be hoped the outrages will  
not be condoned. But if we ourselves are  
entitled to exact reparation for injury to  
our interests we must concede the same  
right to others whose interests are similarly  
affected, unless, indeed, the British Govern-  
ment is prepared to establish an effective  
protectorate over China, to assume respon-  
sibility for the administration, and, in  
short, to do for China what she has done  
for Egypt. That would be rather a "large  
order," but it would be a policy worth  
fighting for if opposition were offered. "Is  
the trade of China worth fighting for?"  
was the absurd question asked the other day  
by the *N. C. Daily News* at the opening and  
the close of a leading article. One thing  
is quite certain, and that is that the  
Government of China as it exists at  
present is not worth fighting for. No Gov-  
ernment could possibly be worse, who  
derives from a humanitarian or commercial  
point of view, and in upholding it Great  
Britain is doing more to close the door  
to trade than to open it. If provisions  
in the North pass under the sway of Russia  
or Germany, or in the South under the sway  
of France, British trade with them will  
increase tenfold more rapidly than it would  
if the same provinces remained under exclu-

sive Chinese rule. It would be more satisfactory  
to preserve China as a political entity under  
British protection and control with a  
civil and military service sufficient to  
guarantee honest administration and the  
preservation of order; but if Great Britain is  
not prepared to assume that responsibility  
she will not do much good by opposing  
the designs of other Powers. When  
Mr. Chamberlain the other day quoted the  
proverb "Who sows with the devil  
must have a long sown" he would have  
done much better to have applied it to  
China than to Russia. If Great Britain is  
to sup with China as represented by the  
existing Government she will want a long  
sown indeed, if only to keep murdered  
missionaries out of the soup.

The *N. Y. K. steamer Oni Maru* (Australian  
Line) left Thursday Island for this port on  
the 12th inst. and is expected to arrive here on  
the 21st inst.

We understand that Colonel Lewis, R.E.,  
Major Pearson, R.E., and Capt. Harrison,  
R.E., are passengers per steamer *Koonyang* for  
Tientsin, en route to Weihai.

The *China Gazette* understands that Boyd &  
Co., Limited, have obtained a contract from  
the Russian Government to build two large  
launches and barges for harbour work at Port  
Arthur and Dalian.

On Saturday afternoon a colic was employed  
strong force behind a golden at Kowloon when  
some of the logs slipped and he was crushed  
beneath them. The man was seriously injured  
but he died shortly afterwards.

There is good reason to be assured, the *N. C.*  
*Daily News* says, that the German Minister to  
Peking, Baron von Heyking, is earnestly  
vigilant, especially of the Shanghai movement  
in favour of the extension of the Settlement.

The *China Gazette* of the 7th July says—  
We are very glad to learn that the ship in the  
dock at the sailing ship *Penultima*, referred  
to last night, is in no worse condition,  
the vessel, which only slightly took the sill by  
the stern, being safely docked last night.

We learn that strong efforts are being made  
at Peking to prevent the Chinese Government  
outfitting the reorganisation of its naval and  
military forces in English direction. The  
British Powers which do not wish to see China  
get on her legs again.—*N. C. Daily News*.

At the Magistracy yesterday a Chinaman was  
charged with carrying arms in the shape of a  
student. The sword belonged to one of his  
friends who was a mandarin in Foochow. He  
carried the sword to the Magistracy from  
Canton. The sword was found in his box when  
they searched it for opium. A nominal fine of  
\$1 was imposed.

Mr. Liang Chi-tai, a native of Canton, an  
M.A. in literary rank and chief editor of the  
well-known vernacular weekly magazine *China  
Progress* published at Shanghai, has been ap-  
pointed by a special Imperial edict of the 3rd  
instant to be Director of the Translating  
Bureau—one of the two Reform Clubs at Pe-  
king—and is also given the brevet button of  
the 6th rank.—*N. C. Daily News*.

The strike of laundrymen is now practically  
over. Many of the laundries resumed work  
yesterday, and the balance of the week they  
will be up and at it in full operation. The  
threatened Captain Superintendent of Police  
to commence a laundry in the Gao has acted  
like magic, as the laundrymen recognise that  
if once laundry is commenced in connection  
with the Gao a good deal of their business will  
be gone for good. It certainly would be much  
better if instead of having so much about  
the premises of the Gao, the laundrymen  
either in washing or something else.

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The British Government has been informed  
that the night of the 5th inst. on the Block-  
ade of the *Yankee* was a remarkable success  
of 3,375 tons, and left New York on the 18th of  
March last, with 100,000 tons of coal, and  
Standard Oil Company at Shanghai. She left  
Amoy on the 18th of June and must have made  
a good run to arrive at the Blockade of the  
5th inst. We learn from the Congress  
that the *Yankee* has been ordered to be  
that, after being lightened, no trouble is  
anticipated as to getting her off.

According to our native correspondent at  
Peking, Their Majesties the Emperor and  
Empress Dowager expect to visit Tientsin on  
the 17th of October, by which time it is expected  
that the two first-class passenger ships, the  
Standard Oil Company and *Yankee*, the three  
German-built second-class passenger ships,  
*Haiyang*, *Haihe*, and *Haiyang*, and the four  
large sailing ships, *Haiyang*, *Haihe*, *Haiyang*,  
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[APPLIED TO THE "DAILY PRESS"]

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The rumours of peace are denied at Madrid.

Admiral Camara's squadron is returning to Spain.

General Miles has sailed for Santiago de Cuba.

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M. Michael de Giers, the Minister for Finance, is replacing M. Svyatkov in Korea.

M. Svyatkov has been transferred to Rio.

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## THE SANTIAGO BATTLE.

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## THE NAVY LEAGUE AND THE JURISDICTION OVER KOWLOON CITY.

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## SPANISH-AMERICAN WAR.

## THE WAR FEELING IN SAN FRANCISCO.

[FROM OUR SAN FRANCISCO CORRESPONDENT.]

San Francisco, 17th June.

We are having the war fever in the United States, although it is not everywhere as intense as it was in the City of the Golden Gate. Thousands of volunteers come from almost every State of the Republic, and the white tents of the Park are now crowded with them.

They were marshalled on board the transport *China*, *Zalandia*, *Colon*, and *Senator* under command of Brigadier General Creswell, and the expedition to the Philippines well under way, arrangements are in progress to prepare the third. How many men will be sent, and what ships will be used, is not yet decided. It is expected that a third call for 50,000 men.

To the outside, that is to the man who is not a citizen of the United States, the present phase of the history is exceedingly interesting. Many of us hold the opinion that, owing to the fact that the people, patriotism, conservatism, and the love of the country, are not understood by the world, would be an unknown quantity here. We were once a nation of immigrants, and many of our citizens are of foreign birth, and many of our citizens are of foreign birth, and many of our citizens are of foreign birth.

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The Committee of







VESSELS ON THE BERTH

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG

VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION CO.

THE attention of passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

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Excellent accommodation. First class Table. Doctors and Stewards carried.

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The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA.

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Special rates allowed to members of Government Services.

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Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. For Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 6 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARRELL & CO.,

General Agents.

Hongkong, 5th July, 1898.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

TOKYO MARU.

KOBÉ & YOKOHAMA.

WEDNESDAY, 19th July, at 4 p.m.

KAGAWA MARU.

NAGASAKI (DIRECT).

WEDNESDAY, 19th July, at 4 p.m.

KAGAWA MARU.

SEATTLE, U.S.A., & KOBÉ.

THURSDAY, 20th July, at 4 p.m.

KAGAWA MARU.

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"KWEIYANG."

Captain Outbridge, will be despatched as above TO-DAY, the 13th inst., at 5 A.M.

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Hongkong, 13th July, 1898.

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